

IDEA 0518

Copy 5 of 5

MEMORANDUM FOR: AFCIG-5
Headquarters USAF

ATTENTION: Colonel L. P. Geary

SUBJECT: KC-135 Tanker Support

10 NOV 1961

1. The initial IFR checkout phase with KC-135 and U-2 aircraft has been completed and the technical aspects of refueling have been proven feasible. It will be necessary to establish a schedule of follow-on tankers in order to complete tactics and performance studies as well as insure a continuing proficiency program.
2. Preliminary information obtained from our first inflight refuelings has been extremely encouraging in that the capability is definitely established and unquestionably provides a greater potential use of the U-2 vehicle. An electronic rendezvous beacon has been installed as a result of the initial IFR activity, which we expect to materially improve the reliability of "join-up" techniques. The next step is to consolidate these gains by formulating operating instructions and tactical doctrines which will establish standardized procedures for both tanker and receiver crews and staff planners.
3. Four tanker sorties in a five workday period are considered to be the optimum program for running a planned and closely controlled sequence of profiles designed to establish factual information for charting performance data. Additional statistics and data on "one time" tested techniques and performance will also be helpful in increasing the reliability of that information presently obtained. Once this phase is completed a continuing proficiency training requirement will exist.

4. By utilizing multiple receivers for each tanker sortie it may be possible to maintain a minimum pilot and equipment readiness with an allocation of nine (9) tanker sorties per year. Special test, operational missions, and perhaps refresher training just prior to a critical operational mission will necessitate a request for additional supplementary tanker support. To further reduce the impact on a tanker unit furnishing the scheduled proficiency sorties the nine tankers per year could be programmed as three in a five day period once each four months. Such an arrangement would allow positioning of off-load fuel only once for each series of three sorties.

5. Request coordination of this follow-on tanker requirement at the earliest time possible in order that the outlined program can be planned and executed. We are making tentative arrangements to utilize the four tanker sorties during the week of 4 December 1961 with subsequent three tankers per four month rate commencing in April 1962.

FOR THE DEPUTY DIRECTOR (PLANS)

(Signed) Stanley W. Beerli

BY:

STANLEY W. BEERLI
Colonel USAF

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DPD/SPB/ (9 Nov 61)

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